

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.yy**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000284**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 13-Sep-2007**Location:** Changxing Island, Shanghai, China

Submittals(New / Total): **CWR's:** 0 / 2 **HSR's:** 0 / 2 **NCR's:** 0 / 2

Item	Title	Detail
1	Major component movement	<p>QA observed welding on the 77m Tower Mock-up: Continue repairs of Skin Plates A and E. QA performed MT on Skin B, C and E Stiffeners.</p> <p>QA observed welding on the 114m Tower Mock-up: ZPMC performed UT of upper and lower Skin Plate B butt welds- defects detected pending repair. Continue welding of Skin Plate Stiffeners.</p>
2	Meetings attended	<p>Caltrans met with ABF and ZPMC at 1400 to discuss the schedule for the next two days: 77m Tower Mock-up: Continue repair Skin A and E Stiffeners, Weld lifting eyes for general assembly. Diaphragms are waiting for flanges. 89m Tower Mock-up: Complete UT and Heat Straightening of Diaphragms SA13 and P126. 114m Tower Mock-up: Continue machining, fitting and welding of Skin Plate butt joints and stiffeners, Weld temporary diaphragm butt welds, Drill Splice Plates.</p>
3	Key conversations	<p>Caltrans met with ABF and ZPMC at 1330 to discuss issues related to fabrication: ZPMC wants to paint the rolled shapes that are still pending Charpy impact and grain size testing, and requested Caltrans witness transfer of mill markings to die stamp. Caltrans agreed. ZPMC confirmed that repairs greater than 65% do not require a CWR (ABF had been requiring this on their internal mock-up). Caltrans confirmed this, but brought up the need to address the extent of repairs, as the Special Provisions acceptance criteria for the mock-up requires the amount of</p>

DAILY PROJECT JOURNAL

(Continued Page 2 of 2)

repairs to be less than 10% of the weld length. ZPMC thinks this is caused by the cooling during in process NDT, however, unless defects are discovered (i.e. crack tacks or root passes) this is not required for CJP welds.

Caltrans would like verbal notification when ZPMC will be performing "hold point" inspections to ensure QA has the opportunity to either observe or perform verification NDT.

ZPMC and ABF discussed the performance of additional Charpy samples and fine grain samples on plates that did not have this on the MTRs.

4	Other important observations	Caltrans observed a demonstration of for the side floor beam diaphragm intersecting welds where the contractor is proposing to gouge into the plate to run out the welds. Welding is complete and NDT is scheduled for tomorrow.
5	Quality Assurance Inspectors per shift	4 Day Shift (Acuna, Brannon, Franco on Island, Dixon at testing Lab.) 2 Swing Shift (Smith, Viars) 1 Graveyard Shift (Hasler)

Inspected By: McClary,David

Quality Assurance Inspector

Reviewed By: Lowry,Patrick

QA Reviewer
